

Training and Evaluation Outline Report

Task Number: 01-2-8059

Task Title: Coordinate Production Control Procedures and Priorities of Aviation Assets

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ADRP 4-0	SUSTAINMENT	Yes	No
	AR 700-138	Army Logistics Readiness and Sustainability	Yes	No
	AR 750-1	Army Materiel Maintenance Policy.	Yes	No
	AR 750-43	Army Test, Measurement, and Diagnostic Equipment	Yes	No
	PAM 738-751	FUNCTIONAL USER'S MANUAL FOR THE ARMY MAINTENANCE MANAGEMENT SYSTEM-AVIATION (TAMMS-A)	Yes	No
	TC 3-04.7	Army Aviation Maintenance	Yes	Yes

Condition: The aviation maintenance company/troop receives mission requirements and commander's guidance to coordinate production control (PC) procedures and priorities of aviation assets. The main CP and administrative and logistics operations center (ALOC) are operational and digital systems are functional. Sustainment (logistics/maintenance) support assets are in place and operational. Maintenance reports and requests are being received from operational aviation elements and sections on a 24-hour maintenance-available basis. The Unit Level Logistics System - Aviation (Enhanced) (ULLS-AE) or manual procedures may be used to process-supported unit's maintenance requests. This task may be performed in a field or MOUT environment under all environmental conditions. The company/troop may encounter a Level I threat attack. The company/troop may encounter a CBRN attack. Some iterations of this task should be performed in MOPP.

Standard: The aviation maintenance company/troop (AMC/T) production control (PC) section coordinates procedures and priorities of aviation assets IAW the unit's maintenance SOP and the commander's guidance. Maintenance requests are processed promptly using Unit Level Logistics System - Aviation (Enhanced) (ULLS-AE) or manual procedures and are used to process supported unit's maintenance requests. Accuracy of maintenance fault statuses are verified by Production Control (PC) section personnel and promptly forwarded to higher headquarters IAW the company/troop maintenance SOP. Unit's Operational Readiness (OR) rates are maintained IAW Department of the Army (DA) standards.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

None.

WARNING

None.

CAUTION

None.

Remarks: None

Notes: None

TASK STEPS

1. Production control (PC) section personnel coordinate administrative procedures and maintenance operations of the PC section.

- a. Coordinates maintenance actions for all aviation assigned section's maintenance level tasks.
- b. Coordinates maintenance actions with higher level maintenance support, if required.
- c. Validates maintenance work requests from supported units/platoons/sections.
- d. Establishes maintenance work request priorities.
- e. Coordinates repair-parts procurement for non-mission capable supply (NMCS) aircraft systems.
- f. Forwards non-mission capable maintenance (NMCM) and NMCS equipment statuses and aircraft availability rates to higher headquarters elements.
- g. Coordinates quality control (QC) support for all completed maintenance actions.
- h. Coordinates all maintenance operational checks (MOC) and maintenance test flights (MTF), if applicable, for all completed maintenance actions.
- i. Enforces the unit's safety program.

2. PC section personnel coordinates aircraft work order flow.

- a. Initiates internal and external maintenance work requests.
- b. Maintains aircraft work order register.
- c. Coordinates workflow and forwards maintenance work requests to QC and supporting airframe and component repair sections.
- d. Forwards aircraft status reports to the commander.
- e. Provides oversight on all maintenance actions and directs the close out of completed maintenance work requests and the maintenance work register.

3. PC officer in charge(OIC)/noncommissioned officer in charge (NCOIC) controls maintenance workflow and aircraft availability.

- a. Acts as a single point of contact (POC) for maintenance actions within the maintenance company/troop, supported companies/troops, and higher level maintenance activities.
- b. Maintains forms and records of daily flying hours and operational readiness rates of assigned aircraft.
- c. Maintains a log book and corresponding forms and records for the control exchange program.
- d. Informs the commander of operational readiness rates, aircraft statuses, and availability of flying hours.

* 4. Commander provides NMCM/NMCS and aircraft availability statuses to higher headquarters.

- a. Provides higher headquarters elements updated NMCM/NMCS aircraft statuses.

b. Provides higher headquarters aircraft availability and operational rates for mission planning.

* 5. Commander/leader performs or delegates performance of the steps in the composite risk management process for each step in troop leading procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Production control (PC) section personnel coordinated administrative procedures and maintenance operations of the PC section.			
2. PC section personnel coordinated aircraft work order flow.			
3. PC officer in charge(OIC)/noncommissioned officer in charge (NCOIC) controlled maintenance workflow and aircraft availability.			
4. Commander provided NMCM/NMCS and aircraft availability statuses to higher headquarters.			
5. Commander/leader performed or delegated performance of the steps in the composite risk management process for each step in troop leading procedures.			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: 1 2 3 4 5 M

COMMANDER/LEADER ASSESSMENT: T P U

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-2-0338	Conduct Helicopter Maintenance	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8058	Coordinate Production Control and Aviation Maintenance Functions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	43-2-4392	Maintain Records and Publications	43 - Maintenance (except missile) (Collective)	Approved

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-2-8059	Coordinate Production Control Procedures and Priorities of Aviation Assets	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8060	Coordinate Operational Readiness Reporting and Aircraft Availability	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8061	Coordinate Quality Control Actions in Support of Aviation Maintenance Programs	01 - Aviation/Aviation Logistics (Collective)	Obsolete

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-412-0069	Perform the Duties of a Company Aviation Maintenance Officer.	011 - Aviation (Individual)	Approved
	011-412-0071	Perform the Duties of a Production Control Officer	011 - Aviation (Individual)	Approved
	011-412-0074	Manage Maintenance Operations in an Aviation Maintenance Company (AMC)	011 - Aviation (Individual)	Approved
	011-412-0075	Manage Maintenance Operations in an Aviation Support Company (ASC)	011 - Aviation (Individual)	Approved
	011-412-0076	Perform the Duties of a Brigade Aviation Maintenance/Material Officer (BAMO)	011 - Aviation (Individual)	Approved
	011-510-0502	Plan Company-Level Maintenance	011 - Aviation (Individual)	Approved
	011-540-0008	Supervise the Unit Level Logistics System-Aviation (ULLS-A(E))	011 - Aviation (Individual)	Approved
	011-540-0019	Supervise scheduling of Aircraft Maintenance.	011 - Aviation (Individual)	Approved
	011-540-0022	Supervise Aircraft Readiness Reporting	011 - Aviation (Individual)	Approved
	011-540-0023	Perform the Duties of an aviation Maintenance Officer	011 - Aviation (Individual)	Approved
	011-540-0028	Compute Maintenance Man-Hour Estimates	011 - Aviation (Individual)	Approved
	052-192-1271	Identify Visual Indicators of an Improvised Explosive Device (IED) (UNCLASSIFIED//FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3261	React to an Improvised Explosive Device (IED) Attack (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3262	Prepare for an Improvised Explosive Device (IED) Threat Prior to Movement (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-703-9113	Plan for the Integration of C-IED Assets in a COIN Environment	052 - Engineer (Individual)	Approved
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved

Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
	01-146	Aviation Combined Arms Tactical Trainer (AVCATT) (https://tsmats.atsc.army.mil/TSMATS/PAM/Armywide/01-146.pdf)	SIM	1

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

Environment: 1. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT

2. All aerial defensive and offensive tactical operations require an area in which to maneuver. Most training areas have environmental restrictions that a unit must follow during tactical operations. The flight-route parameters resulting from environmental and noise complaint restrictions are unique to aviation. These restrictions must be considered when planning training aviation missions and during mission briefs.

3. Aviation units use large amounts of hazardous materials during routine maintenance. Commanders will be held responsible for the proper disposal of hazardous materials (HAZMAT). The operation of FARPs is especially challenging because of the potential for major environmental catastrophes. The SOPs specify the proper disposal of HAZMAT (such as oils and lubricants, used drip pans, and grease and oil washed off vehicles).

4. All gunnery ranges have environmental SOPs which aviation units need to comply with. These restrictions include normal environmental guidance. They also include specific instructions for the disposal of casings and ammunition boxes and maneuvering weapon systems.

Note. Each U.S. installation is subject to local and state environmental regulations as well as to federal legislation. For information pertaining to a specific location, contact the installation environmental office. When overseas or on deployment, contact operations and plans, and training staff officer (S3) or the assistant chief of staff, operations (G3).

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination. 1. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

2. Composite risk management identifies operational risks so hazards can be reduced or eliminated. Composite risk management allows units to operate in high-risk environments. Leaders at every level are responsible for identifying hazards, taking measures to reduce or eliminate hazards, and accepting risk only to the point that the benefits outweigh the potential losses. The Army's doctrinal manuals articulate the risk-management process as the principal risk-reduction tool. Composite risk management is not an add-on feature to the decision-making process but, rather, a fully integrated element of planning and executing operations. The goal is to make composite risk management a routine part of planning and executing operational and training missions.

3. Composite risk management is a continuous process for each assigned mission or training event. It must be integral to military decisions tied into each training plan and become a continuous part of preparation for training. Safety demands total chain of command involvement in planning, preparing, executing, and evaluating training.